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The Farmville Enterprise

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WITH INCREASED BUSINESS

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Whiskey Business In Old U. S. A. Soon To Be Put Into The History Class.

Sufficient Number Have Ratified the Amendment to Stop Whisky Business.

Chicago, Jan. 16.—The United States today completed the legislative process of voting itself dry. When word was flashed over the wires that the thirty-sixth State, Nebraska, had ratified the prohibition amendment, prohibition leaders declared that the accomplishment was the greatest piece of moral legislation in the history of the world.

The states which have ratified the amendment are as follows:

Alabama, Arizona, California, Colorado, Delaware, Florida, Georgia, Idaho, Illinois, Iowa, Indiana, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Montana, North Dakota, North Carolina, New Hampshire, Ohio, Oklahoma, Oregon, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, and Nebraska.

Twelve states have not taken final action. They are:

Minnesota, Missouri, Nevada, New Jersey, New Mexico, New York, Connecticut, Pennsylvania, Rhode Island, Vermont, Wisconsin, and Wyoming.

HARD LUCK IS EXPERIENCE OF MYSTERY SHIP

Hit by Torpedo the First Night Out From Unseen Submarine. British Mystery Ship Sinks Two U-Boats in One Day.

Paris, Jan. 13.—(Correspondence of The Associated Press.)—Mifortune and ill-luck followed the American navy's only mystery ship, the Santee.

When the American squadron arrived at Queenstown and began to cooperate with the British fleet, the exploits of the various British Mystery ships fired the imagination of American officers and men alike. The Americans wanted a mystery ship and were so insistent that Admiral Sims took the matter up with Admiral Balthasar and the British admiralty willingly assigned to the Americans a magnificent new decoy ship which was just completed.

It was a handsome freighter in appearance, longer than the average mystery ship, with its bow and stern of a merchant ship and with torpedo tubes and batteries so skillfully concealed that a trained eye could not detect the real nature of the craft even at close range.

Captain David Barran was assigned to command the ship, which the Americans christened the Santee.

AN ESTIMATE OF THE LIFE OF T. ROOSEVELT.

New Generation but He Himself Stopped by the Wayside. Could Destroy but Not Build. He Pointed Out the Way to The

Mr. Roosevelt was often spoken of as preeminently a lucky man. It is true that more than one of the high distinctions which he enjoyed whether as a holder of public office or as a private citizen still conspicuous in the public eye, came as the fruit of what at the moment appeared to be chiefly lucky circumstances, while from more than one of the difficulties into which he temporarily plunged him, a fortunate turn of events, as startling, often as it was unforeseen, repeatedly afforded him extrication. Yet we are inclined to think that historians, when they come to review his career in all its aspects, will dwell rather upon his misfortunes. More than that of any President since Jackson, it was his fortune to open two sharply opposed periods of national development, one reactionary, the other radical, between which flowed a broad but turbid stream filled with wreckage of the one and ill-sorted imitations of the other. The steps which would have carried him definitely over to the firm but rugged ground of the new age are inclined often to be upon the point of taking, but in the end the past held him, and the new daring company of those who saw the dawn of a new era, pointed out, passed on and left him to one side.

It was the stranger that he should lose the leadership, because it was of leadership that he possessed in extraordinary measure, an intuitive gift. The qualities that could win the masses, bind them to him in fervid adoration, and make them do his bidding, were his in a measure rarely equaled. One scans in vain the earlier years of Mr. Roosevelt's public life for any clear premonition of either isolation or defeat. His strenuous attack upon the corrupt administration in New York City, and his equally strenuous attempt later to put the administration of the Federal civil service upon a plane of honesty and efficiency, thrilled the metropolis and the nation with a realization of his forceful personality, and with a new sense of the responsibilities of citizenship as well. His unconventional and outspoken action in the war with Spain, mixture though it palpably was of unabashed self-advertising and courageous exposure of administrative wrongs. Nevertheless, upon the approach of a sober multitude sick at heart over official rotteness and incompetency, and hungering for a leadership upon whose ability and sincerity they could rely, it was in those days, when the country was beginning to look upon him as a champion of all that was sound and vigorous in American life, that the foundations of his future influence seemed to be most surely laid.

The test of Mr. Roosevelt's ability, however, was the Presidency. To say, without qualification or explanation, that Mr. Roosevelt failed of greatness as President would do him an injustice. The times were against him, and the times were his undoing. The old Republicanism, with its cult of wealth and class and intellectual superiority, its arrogant sectionalism, its spite, political partisanship, and its contempt for the people in the face of favored interests, was passing

THE FARMERS OF AMERICA TO HAVE THE BEST SHIPPING FACILITIES OF THE WORLD.

United States to be Only Great Farming Nation With Large Fleet Available for Transport of Food to Foreign Lands.

During the coming year, several million tons of merchant ships will be completed ready for service in our waters. These vessels will give the United States a merchant marine among the largest in the world. Moreover, we will be the only great farming nation with a merchant marine to carry our products to foreign markets. Some of the European countries, like Denmark, Holland and France, have made successful use of their merchant ships to create world markets in high class concentrated food products, such as cheese, butter, eggs, cured meats, wines and so on. But the other great maritime nations, such as Great Britain, have not done so.

The American farmer thoroughly understands railroad transportation, and uses different types of railroad service to a good advantage. The farmer can, like the grain car, the horse car, the live-stock car, together with express and parcel post service, have been employed by our farmers to deliver perishables across the continent and into foreign markets. Our new merchant marine will offer facilities strikingly like those familiar in railroad transportation, and in thinking of world markets the American agriculturist can visualize our railroad connecting with our ships at different points and taking commodities around the world on our own trade routes.

There are four general types of ocean vessels, comparable with American railroad service. The fast passenger liner, carrying practically no cargo, except baggage and mail, is the most expensive and the most luxurious. The tramp steamer, carrying freight only, chiefly bulk commodities like grain, coal, cotton and so on, following no regular schedule, is the common freight car of the ocean, and the most important part in finding markets for our products. The refrigerated ship, so the refrigerator ship on the ocean will make possible extensions of markets. To overcome handicaps of distance on our own continent, American growers have obtained high standards in grading and packing their products, illustrated in boxed apples, oranges, pineapples, lemons and grape fruit. Experiments in selling such products to Latin America, the Middle East, and other distant markets, have shown that the refrigerated ship is a most important part of the problem.

We are building ships in all these classes and as rapidly as possible the United States Shipping Board will assign them to world trade. As the refrigerator car has played an important part in finding markets for our products, so the refrigerated ship on the ocean will make possible extensions of markets. To overcome handicaps of distance on our own continent, American growers have obtained high standards in grading and packing their products, illustrated in boxed apples, oranges, pineapples, lemons and grape fruit. Experiments in selling such products to Latin America, the Middle East, and other distant markets, have shown that the refrigerated ship is a most important part of the problem.

Direct contact is a great source of infection. Avoid crowding and close contact with masses of people. Avoid people who cough and sneeze without the use of a handkerchief. Last and always, keep away from all cases of influenza and cold.

BOLSHEVIKI NOT PEOPLES, BUT "DEVILS" SAYS WOMAN IN THE STATES SEEKING HER HUSBAND

Mrs. Nellie Shteinberg, Who Escaped From Moscow, Tells Tragic Story in America Seeking Her Husband.

"The Bolsheviki are not people, they are devils. Recruited from the lowest element—the vicious, the ignorant, the criminal—they have established a reign of terror in Russia that is beyond description. I cannot tell you what I have endured, what I have suffered. Only a woman could have stood it. You will know before long here in America what the Bolsheviki are, and then, God pity you! It is their boast that they will tear down every government in the world."

Mrs. Nellie Shteinberg, whose home was in Moscow, said this to a reporter of the New York World a few days ago. She asserted nothing is safe from or sacred to the Bolsheviki. Barbarities extend to children, 3,000 little ones having been butchered by them in the vicinity of Harbin, Siberia. Mrs. Shteinberg, by nursing, has made her way further in search of her husband, Semmel (Samuel) manager of the Moscow Petrograd Bank, and a successful author, who was driven out of Moscow by the Bolsheviki.

After the Bolsheviki had seized all property, Shteinberg arranged with the National City Bank of New York that he should come with his family to America. On the trip to Charleston, last February his train was bombed. Nothing has been heard of him since, but his wife is confident that he is alive and thinks he may have reached America.

Get off from communication with the outside world, threatened as a hated bourgeoisie when she asked for word of her husband, Mrs. Shteinberg determined to leave Russia, at once, to find her husband. She had no money, no friends, and no passport.

She took refuge at the Hotel Berganski, and endeavored to get away. In June her opportunity came. In exchange of prisoners she was smuggled aboard a train bound for Kansas, in return for her medical services to the troops. Leaving her children with an aunt, Mrs. Shteinberg joined in the relief work. Under fire from the Bolsheviki on one side and the Czech-Slovaks on the other, she went on the field of battle and carried wounded men in her arms, compelling others to aid her.

For her work Mrs. Shteinberg was decorated on the battlefield by a Czech-Slovak general with the cross of St. Anne, a scar for heroism under fire. She bears a scar where a piece of shrapnel tore open her forearm. "I did not feel it," she said. "It was not until late that night, when some one called my attention, that I knew I had been hit."

She spoke with high regard and affection of the Czech-Slovaks and of the Americans whom she met at Chita, in Siberia, and later at Harbin and Vladivostok. At these places she nursed men of both armies, sometimes in troop trains and sometimes in side hospitals.

She came to New York by way of Yokohama, San Francisco and Chicago. Mrs. Shteinberg was ecstatic in talking about herself. "I only want to find my husband," she said. "People have been kind, yes, but friends are not enough."

Start The New Year Right Pay Cash and Pay Less

When You Trade at a Cash Store You Only Pay for What You Get

A WORD ABOUT WHY IT PAYS TO PAY CASH.

If we tried to go into detail it would require a whole book but we only wish to point out a few of the more important facts.

First. It cost us more to charge accounts and collect them than it does to sell goods for cash. The customer has to pay the difference when it is charged.

Second. You only pay for what you get. There is hardly a first of the month that comes but what we hear these remarks: I received a statement for a bill that I had already paid, or on my bill this month they had me charged with something that another Mrs. Smith or Mrs. Jones got, or they had on my bill some articles that I had returned. Don't you have this same trouble? Did you know there had never been a bookkeeping system invented that could eliminate these defects.

Third. You do not have to pay for what the other fellow forgot to pay for. It is a known fact that there are certain number of people in every locality who buy goods on a credit and never pay for them. There are others who make bills and misfortune overtakes them and they can't pay. Does the merchant lose this? We should say not for if he does he soon goes out of business. He simply has to add a certain per cent on all goods he sells to balance off these losses.

After February let our terms will be strictly cash. Get the habit of paying cash and you will find that we can save you money, because you will only pay for what you get.

Thinking all our many patrons for the assurance of giving them better merchandise for less money.

Farmville Sales Company

SHOES FOR the entire FAMILY